10-12-00

UTILITY PATENT APPLICATION TRANSMITTAL

Mail Date October 11, 2000

Attorney Docket No.:	PT03191UC01	Total Pages:	2
First-Named Inventor or Application Identifier	Suarez et al.		
Title:	METHOD AND APPARATUS FOR COMMUNICATION WITHIN A VEHICLE DISPATCH SYSTEM		
Express Mail Label No.:			

(Only for new nonprovisional applications under 37 CFR 1.53(b))

APPLICATION ELEMENTS (see MPEP chapter 600 concerning utility patent application contents)	*ADDRESS TO*:	Assistant Commissioner for Patents Box Patent Application Washington, D.C. 20231

1. [X] Fee Transmittal Form *in duplicate*
2. [X] Specification — *Total Pages* 25
3. [X] Drawings — *Total Sheets*: 12
4. [X] Oath or Declaration with Power of Attorney — *Total Pages* 4
   a. [X] Newly Executed (original or copy)
   b. [ ] Copy from prior application (37 CFR §1.63(d)) (for continuation/divisional with Box 17 completed)
      i. [ ] Deletion of Inventor(s): Signed statement attached deleting inventor(s) named in the prior application (see 37 CFR §1.63(d)(2) and 1.33(b)
5. [ ] Incorporation by Reference *(useable if Box 4b is checked)* The entire disclosure of the prior application, from which a copy of the oath or declaration is supplied under Box 4b, is considered as being part of the disclosure of the accompanying application and is hereby incorporated by reference therein.
6. [ ] Microfiche Computer Program (Appendix)
7. [ ] Nucleotide and/or Amino Acid Sequence Submission

ACCOMPANYING APPLICATION PARTS

8. [X] Assignment Papers *(cover sheet and document(s))*
9. [ ] 37 CFR §3.73(b) Statement (when there is an assignee) [ ] Power of Attorney
10. [ ] English Translation Document *(if applicable)*
11. [X] Information Disclosure Statement (IDS)/PTO-1449 [X] Copies of IDS Citations
12. [ ] Preliminary Amendment
13. [X] Return Receipt Postcard (MPEP 503) *(should be specially itemized)*
14. [ ] Small Entity Statements

15.	☐	Certified Copy of Priority Document(s)
16.	☐	Other:

17. **IF A CONTINUING APPLICATION**
check appropriate box and supply the requisite information below and in a preliminary amendment:

☒	Continuation	☐	Divisional	☐ Continuation-in- Part (CIP)	Prior Appl. No. 09/366,422

Prior Appl. information:	Examiner: E. Gary	Group/Art Unit:	2744

CORRESPONDENCE ADDRESS

NAME	Randi L. Dulaney Agent for Applicant(s)				
Reg. No.	46,148				
ADDRESS	Motorola, Inc. Intellectual Property Section Law Department 1500 Gateway Blvd				
CITY	Boynton Beach	*STATE*	FL	*ZIP CODE*	33426-8292
COUNTRY	U.S.A.	*TELEPHONE*	(561) 739-2860	*FAX*	(561) 739-8630

SUBMITTED BY

NAME	Randi L. Dulaney	Reg. No.	46,148
SIGNATURE	Randi L. Dulaney		
DATE	Mail Date October 11, 2000	Deposit Account User ID	50-0757

PATENT
DOCKET NO.: PT03191UC01

UNITED STATES PATENT AND TRADEMARK OFFICE

INVENTOR(S): Suarez et al.

TITLE: METHOD AND APPARATUS FOR COMMUNICATION WITHIN A VEHICLE DISPATCH SYSTEM

Mail Date October 11, 2000

EXPRESS MAIL TRANSMITTAL SHEET

Assistant Commissioner for Patents
Washington, D.C. 20231

Sir:

I HEREBY CERTIFY that the following documents are enclosed and transmitted herewith for filing in the United States Patent Office:

1. 25 page patent application
2. 12 sheets of informal/formal drawings
3. 4 page Combined Declaration and Power of Attorney
4. 4 page Assignment
5. 1 page Assignment Recordation Sheet
6. 2 page Information Disclosure Statement
7. 4 cited references
8. 1 page PTO Form 1449
9. 2 page Application Transmittal Letter
10. 2 page Fee Transmittal

Each document specifically listed above is being mailed by U.S. Postal Service Express Mail to:

Box Patent Application
Assistant Commissioner for Patents
Washington, DC 20231

Date of Deposit: October 11, 2000

Express Mail Label No.: EK780373728US

Signature of person mailing papers: Gail Marino

Printed name of person mailing papers: Gail Marino

PATENT

FEE TRANSMITTAL

Application Number	
Filing Date	
First-Named Inventor	Suarez et al.
Examiner Name	
Group/Art Unit	
Title:	METHOD AND APPARATUS FOR COMMUNICATION WITHIN A VEHICLE DISPATCH SYSTEM
Attorney Docket No.	PT03191UC01
TOTAL AMOUNT OF PAYMENT	**$750.00**

METHOD OF PAYMENT
(check one)

1. [X] The Commissioner is hereby authorized to charge indicated fees and credit any overpayments to:

Deposit Account No.	Deposit Account Name
50-0757	Motorola, Inc.

[X] Charge any additional Fee Required under 37 CFR § 1.16 and 1.17

[ ] Charge the Issue Fee set in in 37 CFR § 1.18 at the of the Mailing of the Notice of Allowance

FEE CALCULATION

1. BASIC FILING FEE

Large Entity

Code	Fee ($)	Fee Description	Fee Paid
101	690	Utility filing fee	$710
106	310	Design filing fee	
107	480	Plant filing fee	
108	690	Reissue filing fee	
114	150	Provisional filing fee	
Subtotal (1)			**$710**

FEE CALCULATION
(continued)

2. **EXTRA CLAIM FEES**

Claims			Extra Claims		Fee from Below		Fee Paid
Total	12	-20** =		x		=	
Ind.	2	-3 =		x		=	
Multiple Dependent						=	

**or number previously paid, if greater; For Reissues, see below

Large Entity

Fee Code	Fee ($)	Fee Description
103	18	Claims in excess of 20
102	80	Ind. claims in excess of 3
104	270	Multiple dependent claim, if not paid
109	80	**Reissue independent claim over original patent
110	18	**Reissue claims in excess of 20 and over original patent

SUBTOTAL (2)

FEE CALCULATION

(continued - next page)

Additional Fees (continued)		**Large Entity**	
Fee Code	Fee ($)	Fee Description	Fee Paid
105	130	Surcharge - late filing fee or oath	
127	50	Surcharge - late provisional filing fee or cover sheet	
139	130	Non-English specification	
147	2520	For filing a request for reexamination	
112	920*	Requesting publication of SIR prior to Examiner action	
113	1840*	Requesting publication of SIR after Examiner action	
115	110	Extension for reply within first month	
116	380	Extension for reply within second month	
117	870	Extension for reply within third month	
118	1360	Extension for reply within fourth month	
128	1850	Extension for reply within fifth month	
119	300	Notice of Appeal	
120	300	Filing a brief in support of an appeal	
121	260	Request for oral hearing	
138	1510	Petition to institute a public use proceeding	
140	110	Petition to revive - unavoidable	
141	1320	Petition to revive - unintentional	
142	1210	Utility issue fee (or reissue)	
143	430	Design issue fee	
144	580	Plant issue fee	
122	130	Petitions to Commissioner	
123	50	Petitions related to provisional applications	
126	240	Submission of IDS	
581	40	Recording each patent assignment per property	$40.00
		(times number of properties)	
146	690	Filing a submission after final rejection	
		(37 CFR § 1.129(a))	
149	690	For each additional invention to be examined	
		(37 CFR § 1.129(b))	
Other fee (specify)			
Other fee (specify)			
*Reduced by Basic Filing Fee		**Subtotal (3)**	**$40.00**

SUBMITTED BY			
NAME	Randi L. Dulaney	Reg. No.	46,148
SIGNATURE	Randi L. Dulaney		
DATE	Mail Date October 11, 2000	Deposit Account User ID	50-0757

INVENTOR INFORMATION

Inventor One Given Name:: GUSTAVO G
Family Name:: SUAREZ
Postal Address Line One:: 23325 LAGO MAR CIRCLE
City:: BOCA RATON
State or Province:: FLORIDA
Country:: UNITED STATES
Postal or Zip Code:: 33433
Citizenship Country:: UNITED STATES
Inventor Two Given Name:: CARLOS S
Family Name:: BARADELLO
Postal Address Line One:: 380 SE MIZNER BLVD 1702
City:: BOCA RATON
State or Province:: FLORIDA
Country:: UNITED STATES
Postal or Zip Code:: 33432
Citizenship Country:: ARGENTINA/ITALY
Inventor Three Given Name:: LEN
Family Name:: DEBARROS
Postal Address Line One:: 941 CYPRESS DRIVE
City:: DELRAY BEACH
State or Province:: FLORIDA
Country:: UNITED STATES
Postal or Zip Code:: 33483
Citizenship Country:: UNITED STATES

CORRESPONDENCE INFORMATION

Correspondence Customer Number:: 22926
Fax One:: (561)739-2825
Electronic Mail One:: Marino Gail-EGM001@mot.com

APPLICATION INFORMATION

Title Line One:: METHOD AND APPARATUS FOR COMMUNICATION W
Title Line Two:: ITHIN A VEHICLE DISPATCH SYSTEM
Total Drawing Sheets:: 12
Formal Drawings?:: Yes
Application Type:: Utility
Docket Number:: PT03191UC01
Secrecy Order in Parent Appl.?:: No

REPRESENTATIVE INFORMATION

Representative Customer Number:: 22926
Registration Number One:: 28790
Registration Number Two:: 36062
Registration Number Three:: 29420

Registration Number Four:: 35155
Registration Number Five:: 33308
Registration Number Six:: 33739
Registration Number Seven:: 34413
Registration Number Eight:: 35743
Registration Number Nine:: 46148
Registration Number Ten:: 38529
Registration Number Eleven:: 37286
Registration Number Twelve:: 36453

Source:: PrintEFS Version 1.0.1

METHOD AND APPARATUS FOR COMMUNICATION WITHIN A VEHICLE DISPATCH SYSTEM

Background of the Invention

Field of the Invention

This invention relates in general to vehicle dispatch systems, and in particular to the communication of assignment messages within vehicle dispatch systems.

Description of the Related Art

A number of vehicle dispatch systems exist for the tracking and controlling of fleets such as taxicabs, delivery trucks, and the like. These systems typically communicate requests for dispatch to the vehicles in the fleet and then match acceptance of the request to the particular request. Key criteria of vehicle dispatch systems, whether manual or automatic, simple or complex, include the system cost, the system performance, and the fairness and timeliness of the selection process.

Historically, two-way radio networks have been utilized for vehicle dispatch. Voice communication is the primary communication tool for information gathering and decision making relating to the distribution of assignments in these systems. A dispatch center broadcasts a message of a new assignment location either via a data network or a voice network to the drivers of the various vehicles in the fleet; and each individual driver replies with his/her acceptance or rejection of the assignment to the dispatch center. Typically, the driver's reply is accomplished via a voice network such as a cellular phone or two-way radio.

There are several drawbacks to these vehicle dispatch systems. First, the driver must be alert at all times to listen to the assignment messages from the dispatch center and rapidly determine if the assignment location is within his/her range. The driver must make a quick decision for each message of whether to accept the job or not. In some fleets, if the driver affirmatively replies to the dispatch center and then does not get to the assignment location within a pre-

determined amount of time he can be fined. The combination of the rapid assignment messaging and decision-making and the potential for fines creates high stress levels in the drivers of the vehicles.

A second drawback of the traditional vehicle dispatch systems is that some of the drivers will answer any call, even if not close to the assignment location, motivated by a desire to maximize income or challenge the system. This creates an environment wherein the customer suffers from not receiving the most rapid service. Further, drivers from competing fleets can monitor the frequency of message transmission with a scanner and "steal" the assignments from the drivers who the message was targeted to reach.

Further, the broadcast of the assignment message in traditional vehicle dispatch systems is made throughout the entire territory covered by the fleet. In areas where there is a shortage of radio frequency channels, the available channels are rapidly filled to capacity. The expense of maintaining existing channels and/or petitioning the local government for new channels can be out of reach for many dispatch businesses.

Today, vehicle dispatch systems designed to alleviate some of the previously described drawbacks typically focus communications and decision-making at the dispatch center. Information such as geographical location and current job status of a selected vehicle is established; and then decisions regarding sending the current dispatch message to that selected vehicle are made by comparing that information either manually or automatically to some pre-defined criteria in the dispatch center. Automatic vehicle locator systems that automatically track the location of managed vehicles and then report this information to a dispatcher are frequently utilized. Advanced automatic vehicle locator systems further automatically identify the nearest vehicle to a location to further facilitate the dispatcher's accuracy. In some systems, the geographical location is compared to known locations of authorized vehicles and dispatch of the message is denied to the selected vehicle if the selected vehicle's location does not correspond to one of the known locations.

Other vehicle dispatch systems automatically assign jobs to the closest available vehicle and then inform the driver of the assignment via some other channel, such as the driver's mobile pager. In this method, no assurance is given

that the driver receives the notification or is actually available to take the assignment. The driver actually has no method to decline the assignment in this type of system.

The drawback of all of these systems is that the control rests within the dispatch center completely and the complexity of the system communications is increased greatly. Further the channel utilization increases since each call must be sent individually to each selected driver. Lastly, the systems still rely heavily on the dispatcher to make decisions and perform monitoring of the vehicles. This leads to a high degree of errors and confusion.

What is needed is a method to reduce the loading of the channels used for vehicle dispatch, reduce the decision-making stress on the vehicle drivers, and at the same time retain the automatic sorting mechanisms of the dispatch center - based systems.

Brief Description of the Several Views of the Drawings

FIG. **1** is a block diagram of a vehicle dispatch system;

FIG. **2** is an electrical block diagram of a wireless communication device for use within the vehicle dispatch system of FIG. **1**;

FIG. **3** is an illustration of an assignment message for communication within the vehicle dispatch system of FIG. **1**;

FIGs. **4**, **5**, and **6** illustrate various decision-making criteria for use within the wireless communication device of FIG. **2**;

FIGs. **7**, **8**, and **9** are electrical block diagrams of alternate embodiments of the wireless communication device of FIG. **2**;

FIGs. **10** and **11** are flowcharts illustrating the operation of the wireless communication device of FIG. **2** in accordance with the present invention;

FIG. **12** is a flowchart illustrating more detail of the operation of FIGs. **10** and **11**;

FIG. **13** is a flowchart of the operation of a dispatch center for use within the vehicle dispatch system of FIG. **1**;

FIG. **14** is an alternate embodiment of the assignment message of FIG. **3**; and

FIGs. **15**, **16**, and **17** illustrate various decision making criteria for use within the vehicle dispatch system of FIG. **1**.

Detailed Description of the Invention

Referring to FIG. **1**, a vehicle dispatch system **10** for the management of a fleet **12** of vehicles **14** such as taxicabs, delivery trucks and the like is illustrated. The vehicle dispatch system **10** comprises a message input device **24**, such as a telephone or computer terminal, connected through a conventional public switched telephone network (PSTN) **30** by a plurality of conventional telephone links **26** to a dispatch center **16**. It will be appreciated by one skilled in the art that the message input device **24** may also communicate with the dispatch center **16** via alternative communication means such as radio frequency (RF) channels, satellite links, or Internet.

The dispatch center **16** functions in a wide variety of manners ranging from fully manual systems to automatic systems employing complex tracking methods. The dispatch center **16** includes a dispatch controller **18**, a dispatch transmitter **20**, and a dispatch receiver **22**. The dispatch controller **18** oversees the operation of the dispatch transmitter **20** and the dispatch receiver **22** through one or more communication links **42**, which typically are conventional telephone links, and additionally can include RF, microwave, or other high quality audio communication links. The dispatch controller **18** encodes inbound requests for dispatch **28** into outbound assignment messages **32**, and decodes inbound replies **38** from the vehicles **14** for matching of a request for dispatch **28** with a vehicle **14** that affirmatively replies. The dispatch controller **18** preferably includes a timer **19** for managing the scheduling of assignments. The dispatch controller **18** schedules the assignment message **32** for transmission by the dispatch transmitter **20,** via a transmit antenna **34,** to each vehicle **14** of the fleet **12** on at least one outbound radio frequency (RF) channel such as a first communication channel **35**. Each vehicle **14** includes a wireless communication device **36** capable of receiving and processing the assignment messages **32**.

It will be appreciated that the vehicle dispatch system **10** may function utilizing any wireless RF channel for the first communication channel **35**, for example, a one or two way pager channel, a mobile cellular channel, or a mobile

radio channel. In the following description, the RF communication channel refers to any of the wireless RF channels listed above or an equivalent. Each wireless communication device **36** assigned for use in the vehicle dispatch system **10** has an address **48** assigned thereto, which is a unique selective call address. The address **48** enables the transmission of the assignment message **32** from the dispatch controller **18** only to the addressed wireless communication device **36**. The address **48** also identifies the replies **38** sent by the wireless communication device **36** over at least one outbound radio frequency (RF) channel such as a second communication channel **39**; and received at the dispatch controller **18** through the dispatch receiver **22** via a receive antenna **40**. A list of the assigned addresses for each of the wireless communication devices **36** is stored in the dispatch controller **18** in the form of a vehicle subscriber database.

FIG. **2** is an electrical block diagram of a wireless communication device **36** for use within the vehicle dispatch system **10** of FIG. **1**. The wireless communication device **36** includes an antenna **44** for intercepting transmitted signals from the dispatch center **16** of the vehicle dispatch system **10**. The antenna **44** is coupled to a receiver **46** employing conventional demodulation techniques for processing the communication signals received from the dispatch center **16** such as the assignment message **32**. The receiver **46** is capable of receiving and demodulating voice as well as data signals.

FIG. **3** is an illustration of the assignment message **32** for communication with the wireless communication device **36** of FIG. **2**. The assignment message **32** preferably includes an address **48**, a location parameter **50**, and a data **52**. The address **48** identifies the wireless communication device **36** for which the assignment message **32** is directed. The location parameter **50** identifies the geographical location of the assignment being transmitted in the data **52** of the assignment message **32**. The data **52** includes all details of the assignment such as customer name, number of passengers, the required time of pick-up, etc.

Referring back to FIG. **2**, coupled to the receiver **46** is an assignment manager **58** utilizing conventional signal processing techniques for processing the received assignment messages. Preferably, the assignment manager **58** is similar to the MC68328 micro-controller manufactured by Motorola, Inc. of

Schaumburg, Illinois. It will be appreciated that other similar processors can be utilized for the assignment manager **58**, and that additional processors of the same or alternative type can be added as required to handle the processing requirements of the assignment manager **58**.

The assignment manager **58** is coupled to a memory **54** preferably including a random access memory (RAM), a read-only memory (ROM), and an electrically erasable programmable read-only memory (EEPROM). The assignment manager **58** decodes the address **48** in the received assignment message **32**, compares the decoded address with a device address **55** stored in a memory **54,** and when a match is detected, proceeds to process the location parameter **50** of the assignment message **32**. The processing of the location parameter **50** by the assignment manager **58** comprises determining whether to delete the assignment message **32** or process the assignment message **32**.

Coupled to the assignment manager **58** is a processor **60**. Preferably, the processor **60** is similar to the MC68328 micro-controller manufactured by Motorola, Inc. of Schaumburg, Illinois. It will be appreciated that other similar processors can be utilized for the processor **60**, and that additional processors of the same or alternative type can be added as required to handle the processing requirements of the processor **60**.

Once the assignment manager **58** determines that the assignment message **32** should be processed, it sends the assignment message **32** to the processor **60**. Upon receipt of the assignment message **32**, the processor **60** stores the assignment message **32** in the memory **54**. The processor **60** also sends a command to an alerting device **64** to notify the driver of the vehicle **14** in which the wireless communication device **36** is located that the assignment message **32** has been received. In one embodiment, the alerting device **64** comprises a speaker and associated speaker drive circuitry capable of playing both melodies and voice recordings. Upon receiving a command from the processor **60** to play a message receipt alert, the alerting device **64** plays an audible alert. The driver then chooses to review the data **52** of the assignment message **32** on a display screen in the case of data messages or play the recorded voice message in the case of voice messages.

The alerting device **64**, in another embodiment, includes a display to generate a visual notification of the assignment message receipt. When the display receives the command from the processor **60** that the assignment message **32** has been received and stored in memory **54**, a message indication is displayed. The message indication, for example may be the activation of one of a plurality of message icons. Selection by the driver of the message indicator associated with the assignment message **32** will display the data **52** of the assignment message **32** on the screen in the case of data messages and play the recorded voice message in the case of voice messages. Alternatively, the data **52** of the assignment message **32** is displayed on the display screen in response to a command from the processor **60** with no required input from the driver. The display may be, for example, a full or partial starburst liquid crystal display. It will be appreciated that other similar displays can be utilized for the display.

Preferably, the assignment manager **58** is programmed to include a criteria parameter **62** for comparison of the location parameter **50** of the assignment message **32** with a current location **56** stored in the memory **54**. When the location parameter **50** corresponds to the current location **56**, the assignment manager **58** passes the assignment message **32** to the processor **60** for message processing.

The criteria parameter **62** is a pre-set metric for filtering the assignment message **32** received by the wireless communication device **36** to be seen only by the vehicles **14** within the fleet **12** that meet the specified criteria. The criteria parameter **62** may be a calculation, an equation, a function, or a comparison value. The criteria parameter **62** may be changed in response to receipt of a programming message, in response to a timer timeout, or in response to a direct reprogramming of the assignment manager **58**.

Utilization of a criteria parameter within an assignment manager included within a wireless communication device greatly reduces the burden of the vehicle driver by filtering out assignments automatically that are outside his/her current range of assignment acceptance. The criteria parameter is programmable and therefor may be changed by the driver or by the fleet manager as required. Further, by placing the decision within the vehicle, the dispatch center is alleviated

of the task of tracking each vehicle in the fleet, greatly simplifying the operation of the dispatch center and at the same time reducing traffic congestion on the communication channels.

FIGs. **4**, **5**, and **6** illustrate various metrics for the criteria parameter **62**. It will be appreciated by those skilled in the art that other metrics may also be used for the criteria parameter **62**. In FIG. **4**, the criteria parameter **62** is a perimeter **68** surrounding the assignment location **66** established at a radius **70** from the assignment location **66**. When the wireless communication device **36** receives the assignment message **32** including the location parameter **50**, the assignment manager **58** compares the location parameter **50** corresponding with the assignment location **66** to the current location **56** of the vehicle **14** in which the wireless communication device **36** resides. When the current location **56** is within the perimeter **68**, the assignment message **32** will be sent to the processor **60** for further processing. When the current location **56** is not within the perimeter **68**, the assignment message **32** will be deleted, and the driver of the vehicle **14** would never even be aware that it was received, thereby reducing unnecessary message receipt by the driver of the vehicle.

In FIG. **5**, the criteria parameter **62** is a driving distance **72** away from the assignment location **66**. Upon receipt of the assignment message **32**, the assignment manager **58** calculates the driving distance from the current location **56** of the vehicle **14** in which the wireless communication device **36** resides to the assignment location **66** that corresponds to the location parameter **50**. When the calculated driving distance is within the driving distance **72** set for the criteria parameter **62** the assignment message **32** will be sent to the processor **60** for further processing. When the calculated driving distance is not within the driving distance **72** set for the criteria parameter **62**, the assignment message **32** will be deleted and the driver of the vehicle **14** would never even be aware that it was received. This process thereby limits the receipt of assignment messages by the vehicle driver to those within a reasonable driving distance.

Preferably, the assignment manager **58** includes a navigation program for the area in which the fleet **12** operates. The assignment manager **58** uses the

navigation program to calculate the driving distance from the current location **56** to the assignment location **66**.

The filtering by driving distance and by perimeter from the assignment location eliminates problems of drivers affirmatively replying to assignment messages clearly outside their range for the purpose of maximizing their own income, thereby enhancing system performance and customer satisfaction.

In FIG. **6**, the criteria parameter **62** is the travel time **78** equal to the difference between an estimated arrival time **74** and a current time **76**. Upon receipt of the assignment message **32**, the assignment manager **58** determines the estimated arrival time **74** to the assignment location **66**. The current time **76** is subtracted from the estimated arrival time **74** to calculate a travel time. When the calculated travel time is within the travel time **78** assigned to the criteria parameter **62**, the assignment message **32** will be sent to the processor **60** for further processing. When the calculated travel time is not within the travel time **78** assigned to the criteria parameter **62**, the assignment message **32** will be deleted and the driver of the vehicle **14** would never even be aware that it was received. This process thereby limits receipt of assignment messages by vehicle drivers to those that the driver could arrive at within a reasonable timeframe.

Preferably, the assignment manager **58** includes a smart program for tracking of traffic conditions coupled to the assignment manager **58**. The smart program calculates the travel time required based on the latest received traffic conditions. Alternatively, the assignment manager **58** may include a program incorporating average travel times and uses the average travel times to calculate the travel time from the current location **56** to the assignment location **66**.

The criteria parameter **62** alternatively further includes hours of operation for the vehicle **14**. The hours of operation in one embodiment are set by the driver of the vehicle at the beginning of each shift. Alternatively, the hours of operation are set either manually or automatically via the receipt of a message from the dispatch center. When the estimated arrival time does not fall between the hours of operation, the assignment message **32** will be deleted and the driver of the vehicle **14** would never even be aware that it was received.

In another embodiment, the criteria parameter **62** is a type of vehicle that the driver of the vehicle **14** is using at that time. For example, passenger transportation fleets typically include limousines, cars, small cars, vans, and buses. When the location parameter **50** of the assignment message **32** is the number of passengers to be picked up and the criteria parameter **62** is the type of vehicle, the assignment message **32** is deleted if the number of passengers do not fit within that type of vehicle.

The examples above illustrate the variety of criteria parameter **62** programmed based on the type of fleet, type of business, and needs of the dispatch center. It will be appreciated by those skilled in the art that other metrics may also be used for the criteria parameter **62**.

FIG. **7** is an alternate embodiment of the wireless communication device **36**. The reference numbers of the embodiment of FIG. **2** have been retained for those elements that are common. The wireless communication device **36** of FIG. **7** includes all the elements and functionality illustrated in FIG. **2** and further comprises a transmitter **80** and a device transmit antenna **82**.

The transmitter **80** is coupled to the processor **60** and is responsive to commands from the processor **60**. When the transmitter **80** receives a command from the processor **60**, the transmitter **80** sends the reply **38** via the device transmit antenna **82** to the dispatch center **16**. The reply **38** in one embodiment is transmitted over the first communication channel **35**, the same channel used to communicate the assignment message **32**. Using the same communication channel for both sets of communications eliminates the need for multiple channels and is desirable in regions where there is a shortage of available channels. In another embodiment, the reply **38** is transmitted over the second communication channel **39**. Using a different channel for the reply reduces the traffic on the first communication channel and is desirable in regions where the communication channels are congested.

The reply **38** preferably includes an affirmative indication to the dispatch center that the vehicle **14** containing the wireless communication device **36** will fulfill the assignment contained within the data **52** of the assignment message **32**. The reply **38** preferably also includes a vehicle identification and the vehicle's

current location **56** and estimated travel time **78** to the assignment location **66**. It will be appreciated that additional information may be included in the reply **38.**

FIG. **8** is an alternate embodiment of the wireless communication device **36.** The reference numbers of the embodiments of FIGs. **2** and **7** have been retained for those elements that are common. The wireless communication device **36** includes all the elements and functionality illustrated in FIG. **7** and further comprises a user interface **86**.

In the embodiment of FIG. **8**, after the processor **60** sends a command to the alerting device **64**, it waits for a user input **84** from the user interface **86**. The processor **60** commands the transmitter **80** to transmit a reply **38** via the device transmit antenna **82** in response to receipt of the user input **84** from the user interface **86**. The user interface **86** may be a button press, a series of button presses, a voice response by the driver of the vehicle **14**, or some other similar method of manual response initiated by the driver of the vehicle to the wireless communication device **36**.

Use of the user interface **86** leaves the control of acceptance or rejection of an assignment message with the driver of the vehicle while still filtering assignment messages obviously outside of his/her area. This two step filtering process: the first being automatic by the assignment manager and the second being manual via the user interface, gives the driver of the vehicle control of the matching of assignments, an improvement over the dispatch center – based systems which eliminate all driver control of assignment matches.

FIG. **9** is an alternate embodiment of the wireless communication device **36.** The reference numbers of the embodiment of FIG. **2** have been retained for those elements that are common. The wireless communication device **36** includes all the elements and functionality illustrated in FIG. **2** and further comprises a global positioning satellite (GPS) receiver **88** and GPS antenna **90**.

The Global Positioning System (GPS) is a worldwide radio-navigation system formed from a constellation of 24 satellites and their ground stations. GPS uses these "man-made stars" as reference points to calculate positions accurate to a matter of meters. The GPS receiver **88** uses the satellites in space as reference points for locations here on earth. The GPS receiver **88** measures distance using

the travel time of radio signals. The GPS receiver **88** has very accurate timing to measure travel time. Along with distance, the GPS receiver **88** knows exactly where the satellites are in space. Finally the GPS receiver **88** corrects for any delays the signal experiences as it travels through the atmosphere.

The GPS receiver **88** receives a plurality of signals **89** via the GPS antenna **90** corresponding to the current location **56**. The GPS receiver **88** is coupled to the memory **54** and stores the current location **56,** determined from the processing of the plurality of signals **89**, in the memory **54** for later use by the assignment manager **58** as described previously with regards to FIG. **2**. The GPS receiver **88** provides an accurate method for the wireless communication device **36** to determine the vehicle's current location.

FIG. **10** is a flowchart illustrating the operation of the wireless communication device **36** in accordance with the present invention. As indicated in step **92** of FIG. **10**, the wireless communication device **36** is normally in the standby mode for optimal power savings. In Step **94**, the wireless communication device **36** periodically checks for receipt of the assignment message **32**. When no assignment message **32** is received, the wireless communication device **36** returns to the standby mode of Step **92**. In Step **96**, when the assignment message **32** is received, the wireless communication device **36** checks for the presence of the location parameter **50** in the assignment message **32.** In Step **98**, when no location parameter **50** is included in the assignment message **32**, the wireless communication device **36** implements whatever default instructions have been programmed into the assignment manager **58** and the processor **60**. The default instruction, for example, may be the processing of the assignment message, the deletion of the assignment message, or the sending of a query for more information from the dispatch center. In Step **100**, when the location parameter **50** is included in the assignment message **32**, the assignment manager **58** compares the location parameter **50** to the current location **56** stored in the memory **54**. When the location parameter **50** does not correspond to the current location **56**, the wireless communication device **36** goes back to Step **92**, the standby state operation. In Step **101**, when the location parameter **50** corresponds

to the current location **56**, the processor **60** processes the assignment message **32**. The process then continues to node **B** as described in FIG. **12**.

Processing the assignment message **32** only upon a defined correspondence between the location parameter **50** and the current location **56** greatly reduces the assignment messages being received and processed by each individual driver. This automatic filter ensures the driver only is alerted to assignments in which there is a probability that he/she would be within the scope of the area of the assignment location.

FIG. **11** is a flowchart illustrating an alternate operation of the wireless communication device of FIG. **2** in accordance with the present invention. As indicated in step **92** of FIG. **10**, the wireless communication device **36** is normally in the standby mode for optimal power savings. In Step **94**, the wireless communication device **36** periodically checks for receipt of the assignment message **32**. When no assignment message **32** is received, the wireless communication device **36** returns to Step **92** in standby mode. When the assignment message **32** is received, the wireless communication device **36** proceeds to Step **96** and checks for the presence of the location parameter **50** in the assignment message **32**. In Step **98**, when no location parameter **50** is included in the assignment message **32**, the wireless communication device **36** implements whatever default instructions have been programmed into the assignment manager **58** and the processor **60**. In Step **102**, when the location parameter **50** is included in the assignment message **32**, the assignment manager **58** compares the location parameter **50** to the current location **56** stored in the memory **54** using the criteria parameter **62** contained within the assignment manager **58**. When the location parameter **50** does not meet the criteria parameter **62** in relation to the current location **56**, the wireless communication device **36** goes back to Step **92**, the standby state operation. In Step **103**, when the location parameter **50** does meet the criteria parameter **62** in relation to the current location **56**, the alerting device **64** is activated. The process then continues to node **C** as described in FIG. **12**.

FIG. **12** is a flowchart illustrating more detail of the operation of FIGs. **10** and **11**. Moving from node **B** to Step **104**, the system checks if the processor **60** is

programmed to generate an alert. In Step **103**, when the processor **60** is programmed to generate an alert, the processor **60** sends a command to the alerting device **64** to do so. In Step **106**, when no alert is required or after the alert is generated, the process checks for the presence of the transmitter **80**. When no transmitter **80** is present, the wireless communication device **36** returns to node **A** and the standby state of Step **92**. In Step **108**, when a transmitter **80** is present, the process checks if the processor **60** is programmed to require the user input **84** from the user interface **86** prior to sending a command to the transmitter **80**. When the user input **84** is required, in Step **110**, the processor **60** looks for the user input **84**. When no user input **84** is detected, the wireless communication device **36** returns to node **A** and the standby state of Step **92**. When the user input **84** is detected in Step **110**, the processor **60** generates the command to the transmitter **80** to reply to the original assignment message **32**. In Step **112**, the processor **60** checks for the presence of the second communication channel **39**. In Step **114**, When the second communication channel **39** is present, the reply **38** is sent by the transmitter **80** over the second communication channel **39**. The wireless communication device **36** then returns to node **A** and the standby state of Step **92**. In Step **116**, when the second communication channel **39** is not present, the transmitter **80** sends the reply **38** over the first communication channel **35** in which the assignment message **32** was also communicated. The wireless communication device **36** then returns to node **A** and the standby state of Step **92**.

FIG. **13** is a flowchart of the operation of the dispatch center **16** for use within the vehicle dispatch system **10** of FIG. **1**. In Step **118**, the dispatch center **16** is in a standby state. In the standby state, the dispatch center **16** reduces its operation to draw less current and require less power to operate. In Step **120**, the dispatch center **16** periodically checks for receipt of the request for dispatch **28**. When no request for dispatch **28** is received, the dispatch center **16** returns to the standby state of Step **118**. In Step **122**, when a request for dispatch **28** is received by the dispatch center **16**, the dispatch controller **18** of the dispatch center **16** generates the location parameter **50** identifying the assignment location **66** of the request for dispatch **28**. In Step **123**, the dispatch controller **18** sets the timer **19** for tracking

the time for processing of the request for dispatch **28** to matching of the assignment with the vehicle **14**. In Step **124**, the dispatch controller **18** sets a criteria parameter counter to N = 1. In Step **126**, the dispatch controller **18** generates the assignment message **32**.

FIG. **14** illustrates one embodiment of the assignment message **32**. The assignment message **32** preferably includes the address **48**, the location parameter **50**, a criteria parameter **62** and the data **52**. The address **48** identifies the wireless communication device **36** for which the assignment message **32** is directed. The location parameter **50** identifies the geographical location of the assignment being transmitted in the data **52** of the assignment message **32**. The data **52** includes all details of the assignment such as customer name, number of passengers, the required time of pick-up, etc.

The criteria parameter **62**, as described previously, is a pre-set measurement for filtering the assignment message **32** received by the wireless communication device **36** to be seen only by the vehicles **14** within the fleet **12** that meet the specified criteria. The criteria parameter **62** may be a calculation, an equation, a function, or a comparison value. The dispatch controller **18** generates the criteria parameter **62** to be sent in the assignment message **32**. FIGs. **4**, **5**, and **6**, previously described, illustrate various metrics for the criteria parameter **62**. It will be appreciated by those skilled in the art that other metrics may also be used for the criteria parameter **62**.

Referring back to FIG. **13**, in Step **128** the dispatch controller **18** sends a command to the dispatch transmitter **20** to transmit the assignment message **32** via the transmit antenna **34** to each vehicle **14** of the fleet **12** on the first communication channel **35**. The assignment message **32** is then sent to the vehicles **14** of the fleet **12** which each receive the assignment message **32** using the wireless communication device **36**. In Step **130**, the dispatch center **16** checks for receipt of the reply **38** by at least one vehicle **14**. The reply **38** is received by the dispatch center **16** via the receive antenna **40** to the dispatch receiver **22**. The dispatch receiver **22** informs the dispatch controller **18** of receipt of the reply **38**. In Step **132**, when the reply **38** has been received, the dispatch controller **18** resets the timer **19**. The dispatch controller **18** then completes the

processing of the assignment match and then returns to Node **D** and the dispatch center **16** returns to the standby state of Step **118**. In Step **134**, when no reply **38** is received by the dispatch center **16**, the dispatch controller **18** checks for timeout of the timer **19**. When the timer has not timed out, the dispatch controller **18** continues back to Step **130** periodically checking for receipt of the reply **38**. In Step **136**, when the timer **19** has timed out, the dispatch controller **18** sets the criteria parameter **62** to N = 2 which typically will relax the criteria to be used for matching the vehicle **14** with the request for dispatch **28**. The dispatch controller **18** then cycles back to Step **126** and generates the new assignment message **32**.

FIGs. **15**, **16**, and **17** illustrate various calculations of the N = 1 and N = 2 criteria parameters. In FIG. **15**, the criteria parameter **62** is first set at N = 1 to a first perimeter **140** surrounding the assignment location **66** at a first radius **142** from the assignment location **66**. The first radius **142** in one embodiment is chosen based on the time of day. For example, during peak hours the first radius **142** is set to a smaller dimension than during non-peak hours. When the wireless communication device **36** receives the assignment message **32** including the location parameter **50** and the criteria parameter **62**, it compares the location parameter **50** corresponding with the assignment location **66** to the current location **56** of the vehicle **14** in which the wireless communication device **36** resides. When the current location **56** is within the first perimeter **140**, the assignment message **32** will be processed. When the current location **56** is not within the first perimeter **140**, the assignment message **32** will be deleted and the driver of the vehicle **14** would never even be aware that it was received. When no reply **38** is received by the dispatch controller **18,** the criteria parameter **62** is set to N = 2 corresponding to a second perimeter **144** surrounding the assignment location **66** at a second radius **146** from the assignment location **66**. The second radius **146** is preferably larger than the first radius **142**. When the wireless communication device **36** receives the assignment message **32** including the location parameter **50** and the criteria parameter **62**, it compares the location parameter **50** corresponding with the assignment location **66** to the current location **56** of the vehicle **14** in which the wireless communication device **36** resides. When the current location **56** is within the second perimeter **144**, the

assignment message **32** will be processed. When the current location **56** is not within the second perimeter **144**, the assignment message **32** will be deleted and the driver of the vehicle **14** would never even be aware that it was received. When no reply **38** is received by the dispatch controller **18** indicating that no vehicle **14** is located within the second perimeter 144, the dispatch controller **18** will generate a next criteria parameter (N = 3) and continue the process previously described until the reply **38** is received.

In FIG. **16**, the criteria parameter **62** is first set at N = 1 to a first driving distance **148** away from the assignment location **66**. Upon receipt of the assignment message **32**, the wireless communication device **36** calculates the driving distance from the current location **56** of the vehicle **14** in which the wireless communication device **36** resides to the assignment location **66** that corresponds to the location parameter **50**. When the calculated driving distance is within the first driving distance **148** set for the criteria parameter **62** the assignment message **32** will be processed. When the calculated driving distance is not within the first driving distance **148** set for the criteria parameter **62**, the assignment message **32** will be deleted and the driver of the vehicle **14** would never even be aware that it was received. When the dispatch controller **18** does not receive the reply **38**, the criteria parameter **62** is set to N = 2 corresponding to a second driving distance **150** away from the assignment location **66.** The second driving distance **150** is preferably larger than the first driving distance **148**. Upon receipt of the assignment message **32**, the wireless communication device **36** calculates the driving distance from the current location **56** of the vehicle **14** in which the wireless communication device **36** resides to the assignment location **66** that corresponds to the location parameter **50**. When the calculated driving distance is within the second driving distance **150** set for the criteria parameter **62** the assignment message **32** will be processed. When the calculated driving distance is not within the second driving distance **150** set for the criteria parameter **62**, the assignment message **32** will be deleted and the driver of the vehicle **14** would never even be aware that it was received. When no reply **38** is received by the dispatch controller **18** indicating that no vehicle **14** is located within the second driving distance **150**,

the dispatch controller **18** will generate a next criteria parameter (N = 3) and continue the process previously described until the reply **38** is received.

Preferably, the wireless communication device **36** includes a navigation program for the area in which the fleet **12** operates. The wireless communication device **36** uses the navigation program to calculate the driving distance from the current location **56** to the assignment location **66**.

In FIG. **17**, the criteria parameter **62** is first set at N = 1 to a first travel time **154** equal to the difference between a first arrival time **152** and the current time **76**. Upon receipt of the assignment message **32**, the wireless communication device **36** calculates its estimated arrival time to the assignment location **66**. The current time **76** is subtracted from the estimated arrival time to calculate a travel time. When the calculated travel time of the vehicle **14** is within the first travel time **154** assigned to the criteria parameter **62**, the assignment message **32** will be processed. When the calculated travel time is not within the first travel time **154** assigned to the criteria parameter **62**, the assignment message **32** will be deleted and the driver of the vehicle **14** would never even be aware that it was received. When the dispatch controller **18** does not receive the reply **38**, the criteria parameter **62** is set to N = 2 corresponding to a second travel time **158** to the assignment location **66** equal to the difference between a second arrival time **156** and the current time **76.** The second travel time **158** is preferably larger than the first travel time **154.** Upon receipt of the assignment message **32**, the wireless communication device **36** calculates its estimated arrival time to the assignment location **66**. The current time **76** is subtracted from the estimated arrival time to calculate a travel time. When the calculated travel time of the vehicle **14** is within the second travel time **158** assigned to the criteria parameter **62**, the assignment message **32** will be processed. When the calculated travel time is not within the second travel time **158** assigned to the criteria parameter **62**, the assignment message **32** will be deleted and the driver of the vehicle **14** would never even be aware that it was received. When no reply **38** is received by the dispatch controller **18** indicating that no vehicle **14** is located within the second driving distance **150**, the dispatch controller **18** will generate a next criteria parameter (N = 3) and continue the process previously described until the reply **38** is received.

Preferably, the wireless communication device **36** includes a smart program for tracking of traffic conditions. The smart program calculates the travel time required based on the latest received traffic conditions. Alternatively, the wireless communication device 36 may include a program incorporating average travel times and uses the average travel times to calculate the travel time from the current location **56** to the assignment location **66**.

The invention as described eliminates many of the drawbacks of existing vehicle dispatch systems. The invention reduces the traffic congestion on the communication channels and also reduces the frequency of messages received by the vehicle driver. The invention further reduces the potential for abuse of the system from drivers accepting assignments outside their range of travel. Overall, the system and method described reduces system costs, improves system performance, and improves customer satisfaction, the most important aspects of a vehicle dispatch system.

Although the invention has been described in terms of preferred embodiments, it will be obvious to those skilled in the art that various alterations and modifications may be made without departing from the invention. Accordingly, it is intended that all such alterations and modifications be considered as within the spirit and scope of the invention as defined by the appended claims.

CLAIMS

What is claimed is:

1. In a vehicle dispatch system having a dispatch center and a plurality of wireless communication devices, a method for communication between the dispatch center and the plurality of wireless communication devices comprising:

receiving a request for dispatch including an assignment location;

generating an assignment message including a location parameter, wherein the location parameter corresponds to the assignment location; and

sending an assignment message including a location parameter from the dispatch center to the plurality of wireless communication devices, wherein the assignment message is a wireless message transmitted from the dispatch center to the wireless communication device over a radio frequency channel, and further wherein each wireless communication device having a current location:

receives the assignment message including the location parameter from the dispatch center,

compares the location parameter to the current location of the wireless communication device,

processes the assignment message when the location parameter corresponds to the current location of the wireless communication device, and

automatically deletes the assignment message when the location parameter does not correspond to the current location of the wireless communication device.

2. A method for communication between the dispatch center and a plurality of wireless communication devices as recited in Claim 1 further comprising:

generating an alert in response to the processing of the assignment message.

3. A method for communication between the dispatch center and a plurality of wireless communication devices as recited in Claim 2 further comprising: transmitting a reply to the dispatch center.

4. A method for communication between the dispatch center and a plurality of wireless communication devices as recited in Claim 3 wherein the reply is transmitted in response to a user input.

5. A method for communication between the dispatch center and a plurality of wireless communication devices as recited in Claim 3 wherein the assignment message is received on a first communication channel and the reply is transmitted on a second communication channel.

6. In a vehicle dispatch system having a dispatch center and a plurality of wireless communication devices, a method for communication between the dispatch center and the plurality of wireless communication devices comprising:

receiving a request for dispatch including an assignment location;

generating an assignment message including an address, a location parameter, and a data, wherein the location parameter corresponds to the assignment location; and

sending an assignment message including the address, the location parameter, and the data from the dispatch center to the plurality of wireless communication devices, wherein the assignment message is a wireless message transmitted from the dispatch center to the wireless communication device over a radio frequency channel, and further wherein each wireless communication device having a current location:

receives the assignment message including the address, the location parameter, and the data from the dispatch center,

compares the address in the received assignment message to a device address stored in a memory of the wireless communication device,

compares the location parameter to a current location stored in the memory of the wireless communication device using a matching criteria for detecting an affirmative match in response to receipt of the assignment message including the location parameter and the address matching the device address location parameter to the current location of the wireless communication,

generates an alert in response to the detection of an affirmative match, and

processes the data of the assignment message in response to the detection of an affirmative match.

7. A method for communication between a dispatch center and a plurality of wireless communication devices as recited in Claim 6 wherein the matching criteria is a perimeter surrounding the assignment location.

8. A method for communication between a dispatch center and a plurality of wireless communication devices as recited in Claim 6 wherein the matching criteria is a driving distance from the assignment location.

9. A method for communication between a dispatch center and a plurality of wireless communication devices as recited in Claim 6 wherein the matching criteria is a travel time to the assignment location.

10. A method for communication between a dispatch center and a plurality of wireless communication devices as recited in Claim 6 further comprising: transmitting a reply from the wireless communication device to the dispatch center in response to processing the assignment message.

11. A method for communication between a dispatch center and a plurality of wireless communication devices as recited in Claim 10 wherein the reply is transmitted in response to a user input.

12. A method for communication between a dispatch center and a plurality of wireless communication devices as recited in Claim 10 wherein the assignment message is received on a first communication channel and the reply is transmitted on a second communication channel.

METHOD AND APPARATUS FOR COMMUNICATION WITHIN A VEHICLE DISPATCH SYSTEM

Abstract of the Disclosure

A method for communication within a vehicle dispatch system (10) wherein a wireless communication device (36) co-located with a vehicle (14) receives a location parameter (50) in an assignment message (32), compares the location parameter (50) to the current location (56) of the vehicle (14) and processes the assignment message (32) when the location parameter (50) corresponds to the current location (56). The wireless communication device (36) includes a receiver (46), a memory (54), an assignment manager (58), and a processor (60).

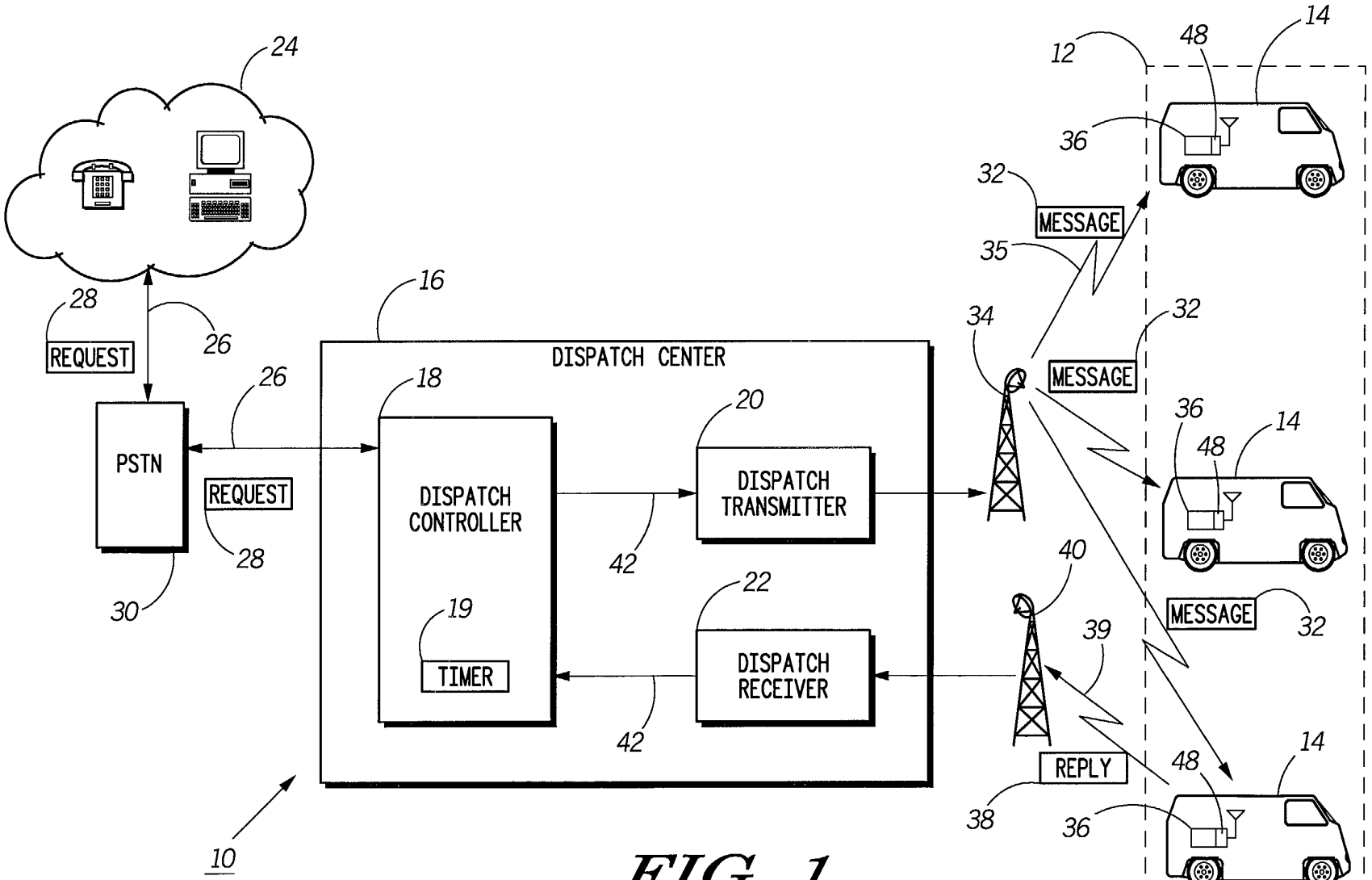
24
28
REQUEST
26
PSTN
30
26
REQUEST
28
16
DISPATCH CENTER
18
DISPATCH CONTROLLER
19
TIMER
20
DISPATCH TRANSMITTER
42
22
DISPATCH RECEIVER
42
10
12
48
14
36
32
MESSAGE
35
34
32
MESSAGE
36
48
14
MESSAGE
32
40
39
REPLY
38
48
14
36

FIG. 1

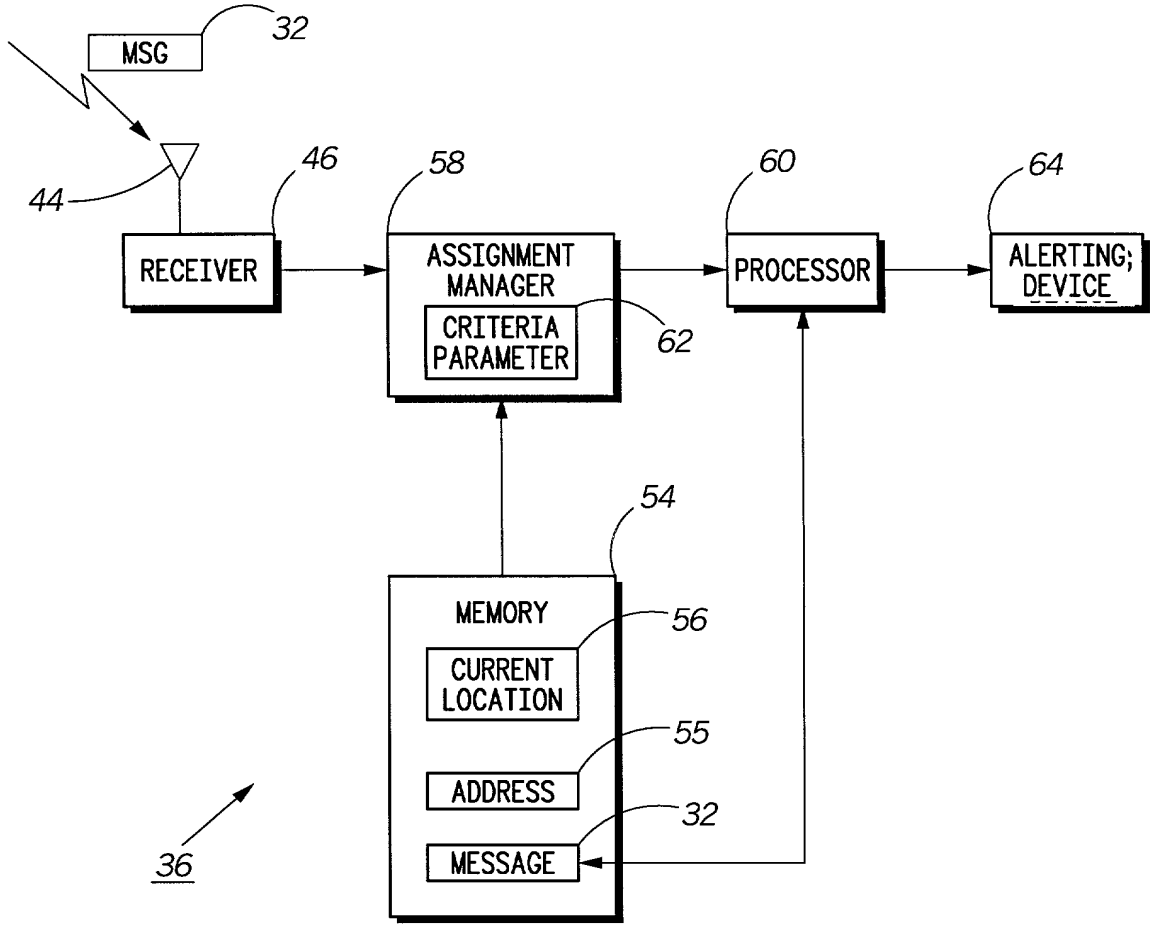
MSG
32
44
46
58
60
64
RECEIVER
ASSIGNMENT MANAGER
CRITERIA PARAMETER
62
PROCESSOR
ALERTING; DEVICE
54
MEMORY
56
CURRENT LOCATION
55
ADDRESS
32
MESSAGE
36

FIG. 2

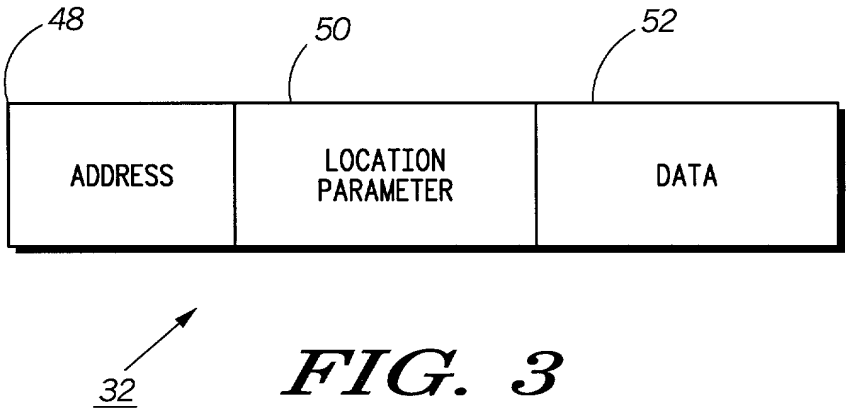
48
50
52
ADDRESS
LOCATION PARAMETER
DATA
32

FIG. 3

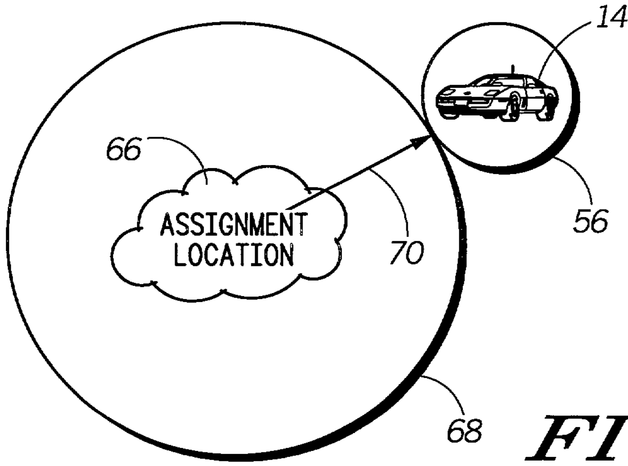

FIG. 4

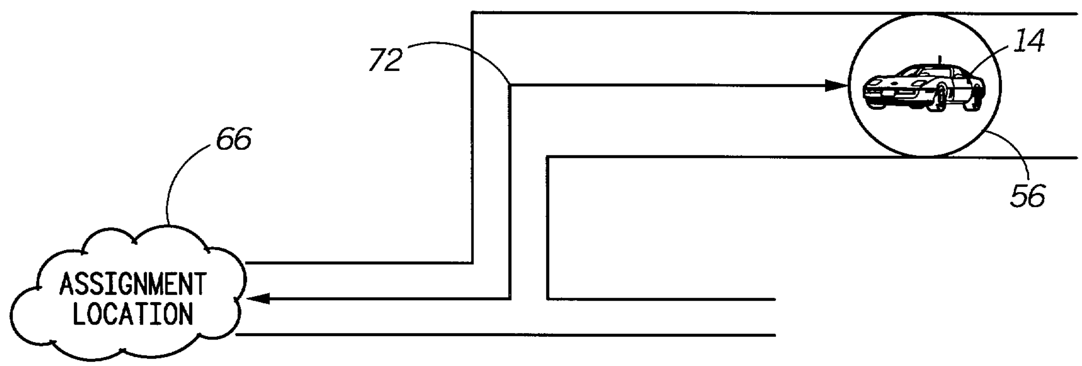

FIG. 5

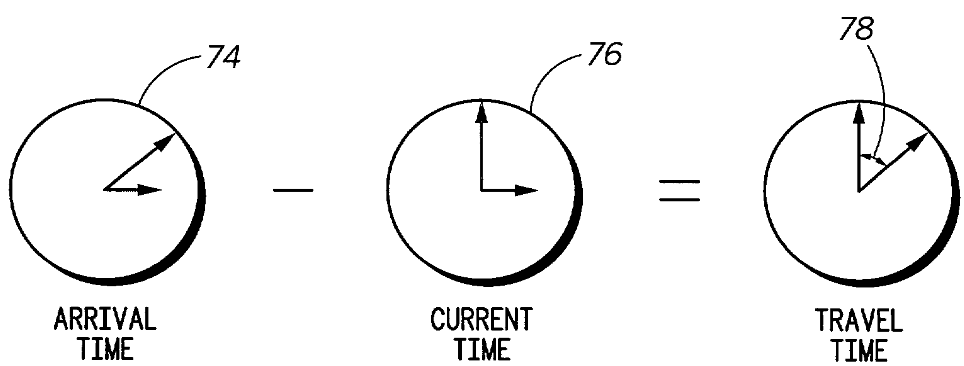

FIG. 6

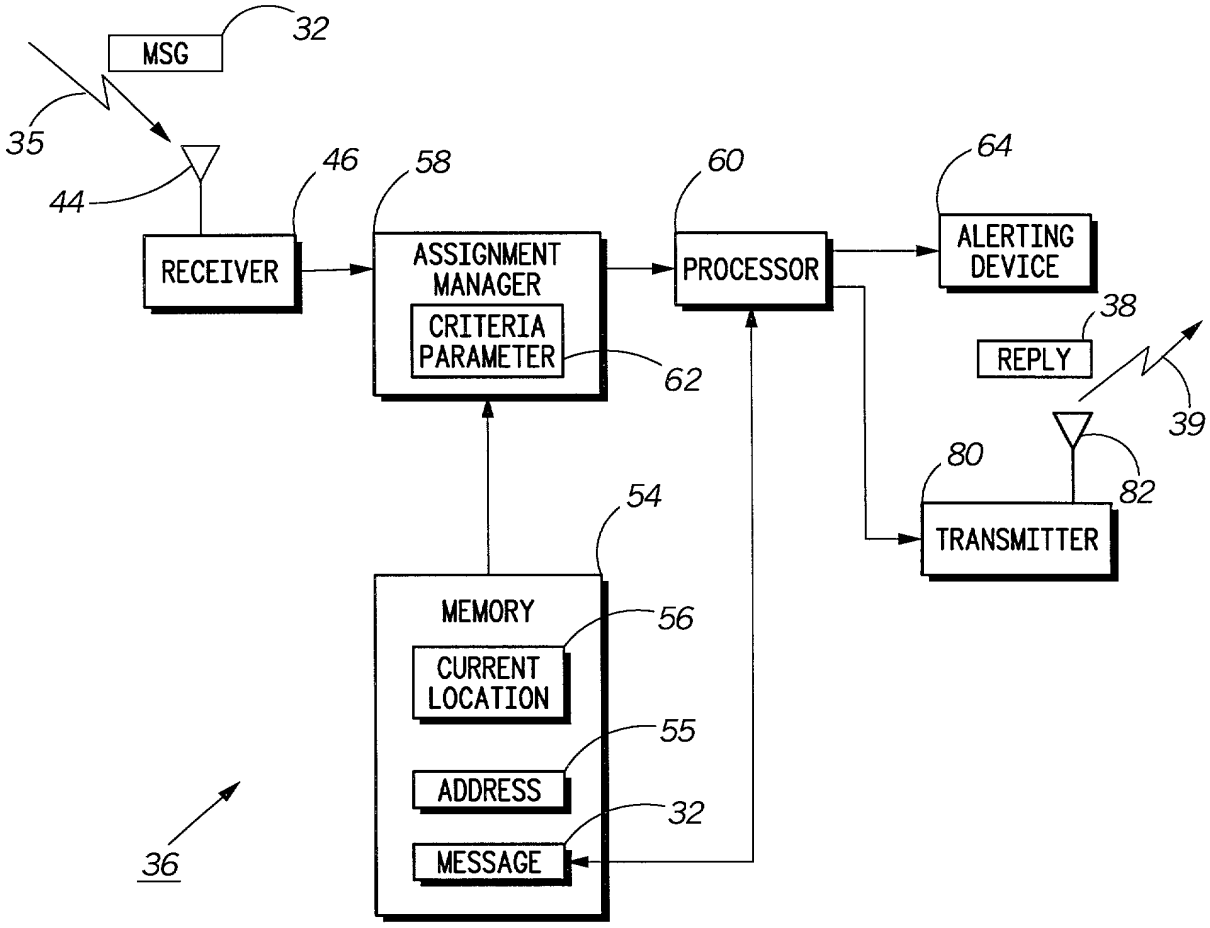
MSG
32
35
44
46
58
60
64
RECEIVER
ASSIGNMENT MANAGER
CRITERIA PARAMETER
62
PROCESSOR
ALERTING DEVICE
38
REPLY
39
80
82
TRANSMITTER
54
MEMORY
56
CURRENT LOCATION
55
ADDRESS
32
MESSAGE
36

FIG. 7

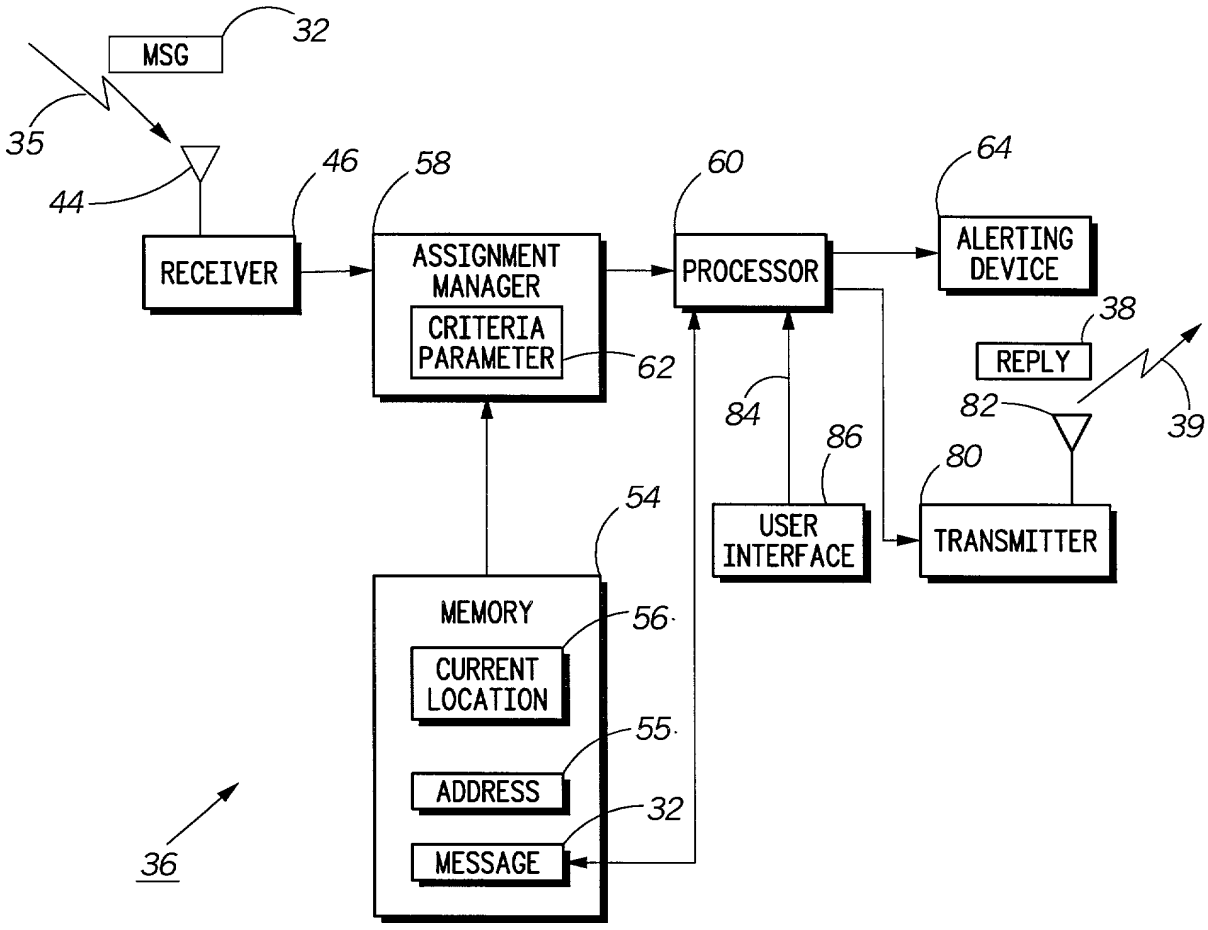
MSG
32
35
44
46
58
60
64
RECEIVER
ASSIGNMENT MANAGER
CRITERIA PARAMETER
62
PROCESSOR
ALERTING DEVICE
38
REPLY
84
82
39
86
80
USER INTERFACE
TRANSMITTER
54
MEMORY
56
CURRENT LOCATION
55
ADDRESS
32
MESSAGE
36

FIG. 8

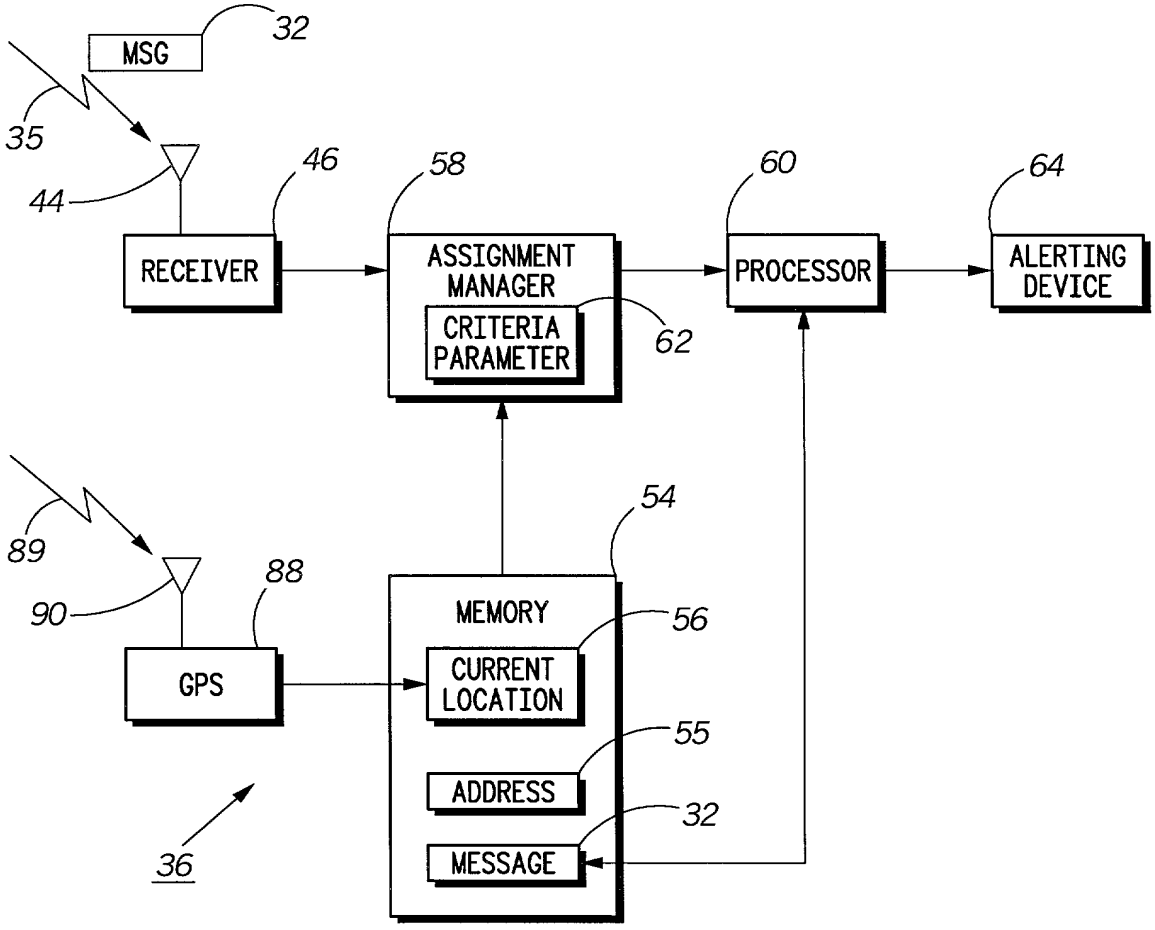

FIG. 9

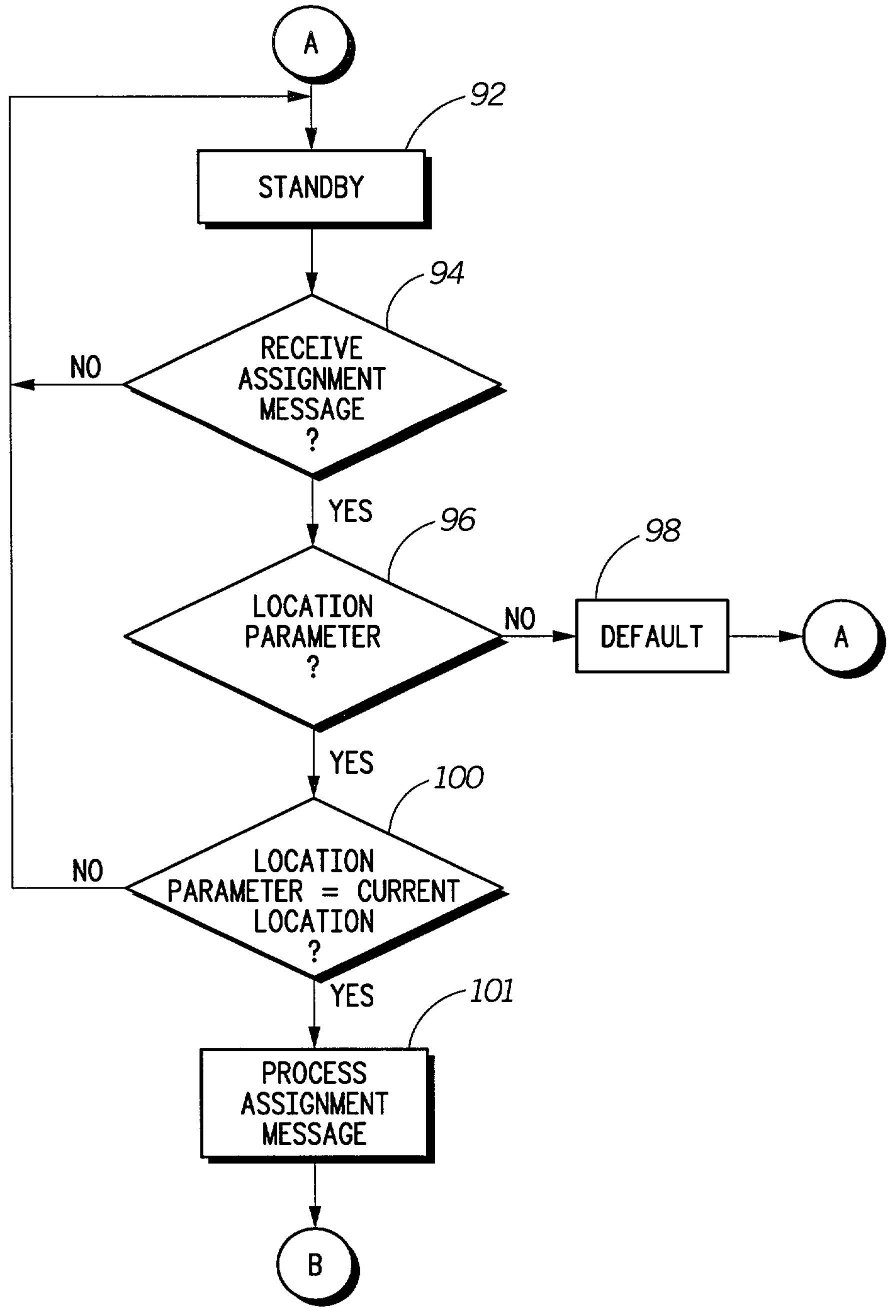
A
92
STANDBY
94
RECEIVE ASSIGNMENT MESSAGE ?
NO
YES
96
LOCATION PARAMETER ?
NO
98
DEFAULT
A
YES
100
LOCATION PARAMETER = CURRENT LOCATION ?
NO
YES
101
PROCESS ASSIGNMENT MESSAGE
B

FIG. 10

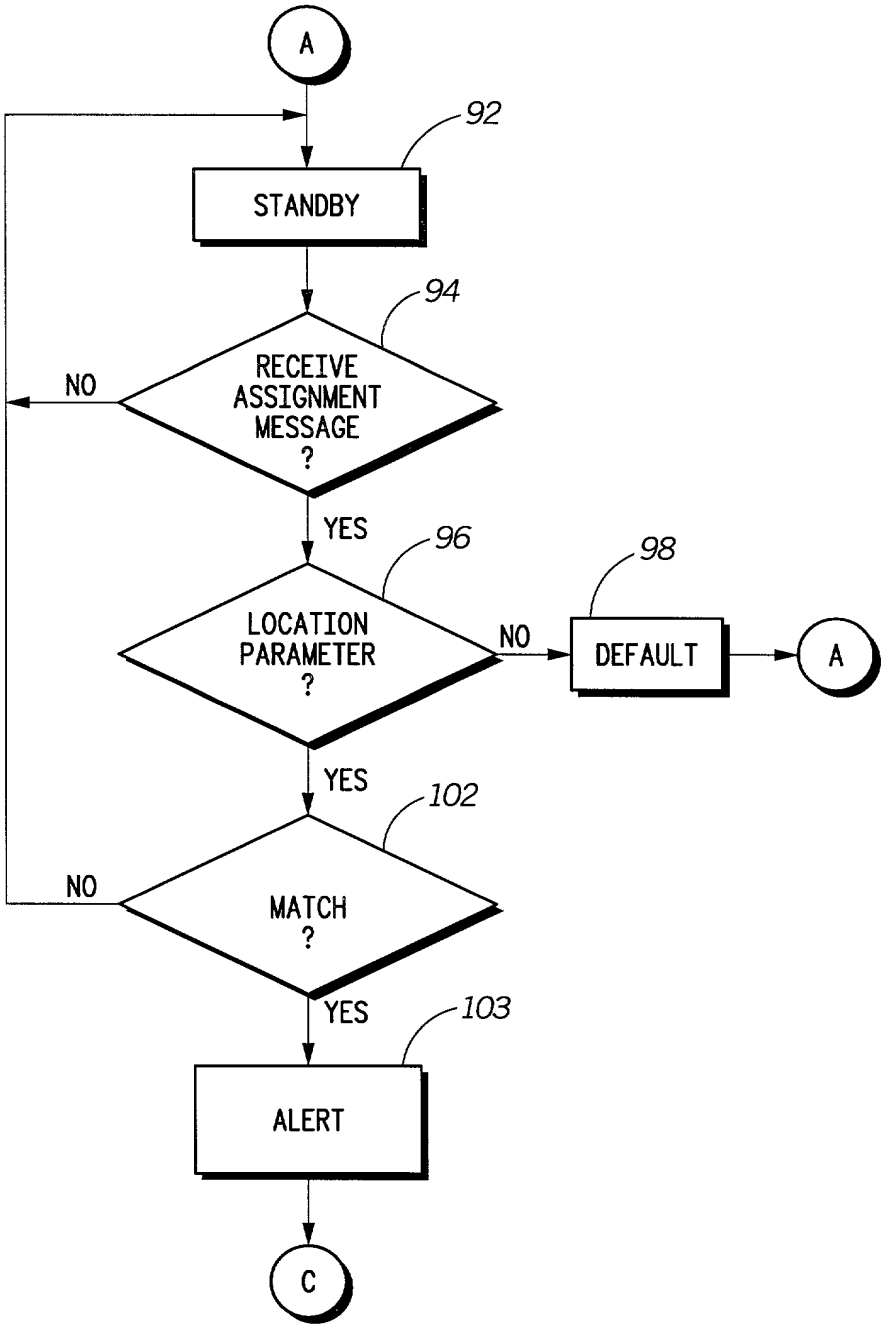
A
92
STANDBY
94
RECEIVE ASSIGNMENT MESSAGE ?
NO
YES
96
LOCATION PARAMETER ?
98
NO
DEFAULT
A
YES
102
MATCH ?
NO
YES
103
ALERT
C

FIG. 11

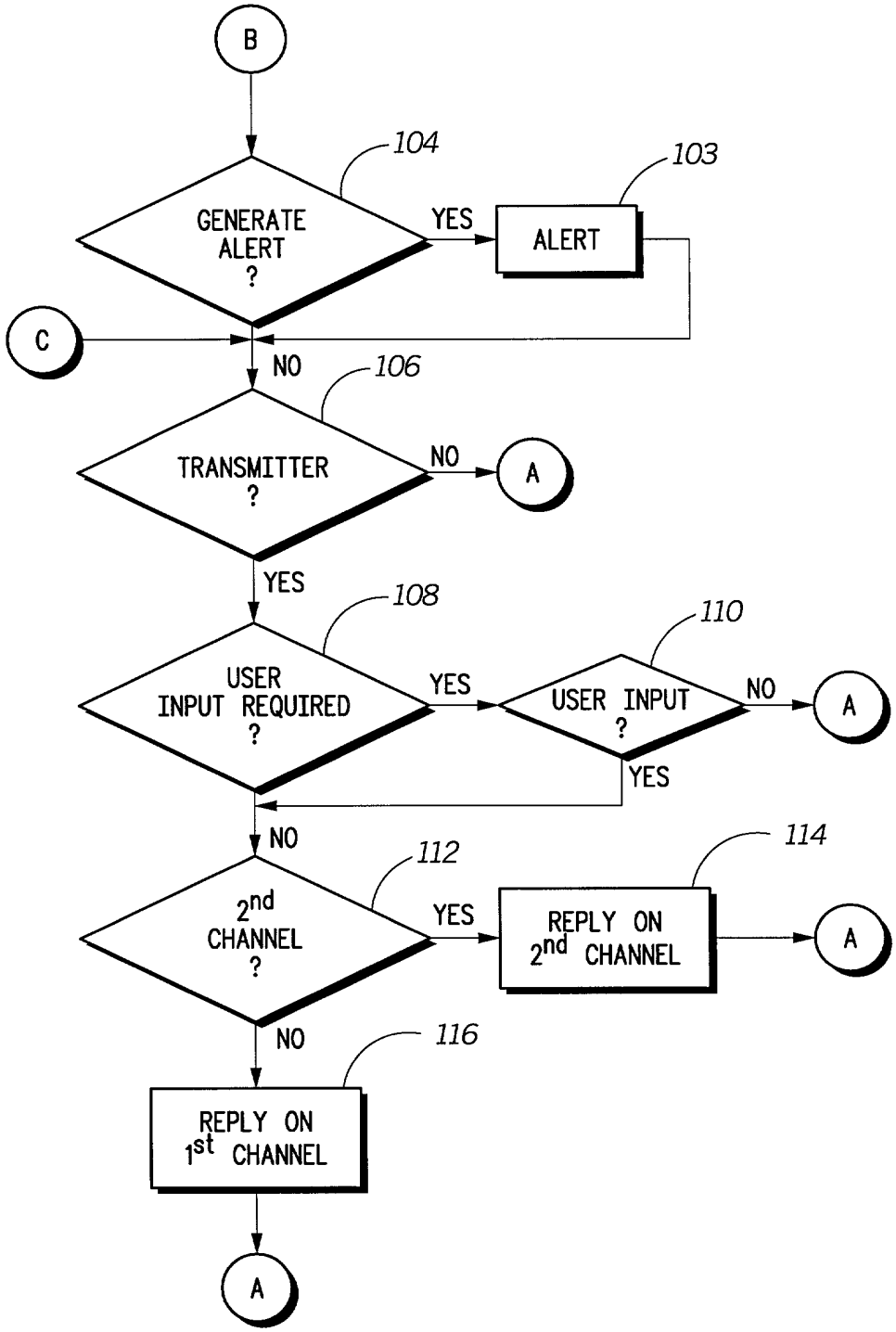
B
104
GENERATE ALERT ?
YES
103
ALERT
C
NO
106
TRANSMITTER ?
NO
A
YES
108
USER INPUT REQUIRED ?
YES
110
USER INPUT ?
NO
A
YES
NO
112
2nd CHANNEL ?
YES
114
REPLY ON 2nd CHANNEL
A
NO
116
REPLY ON 1st CHANNEL
A

FIG. 12

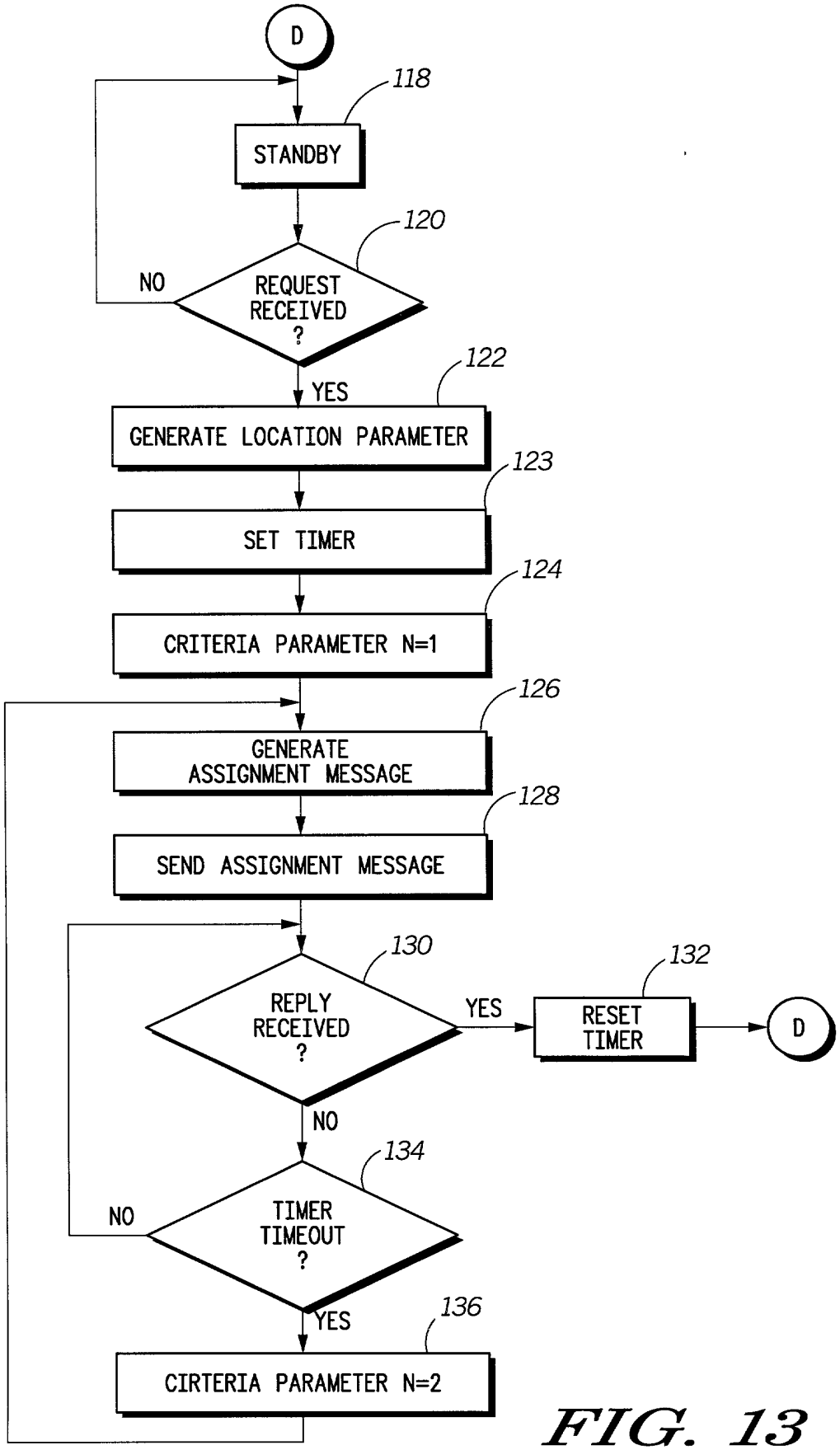

FIG. 13

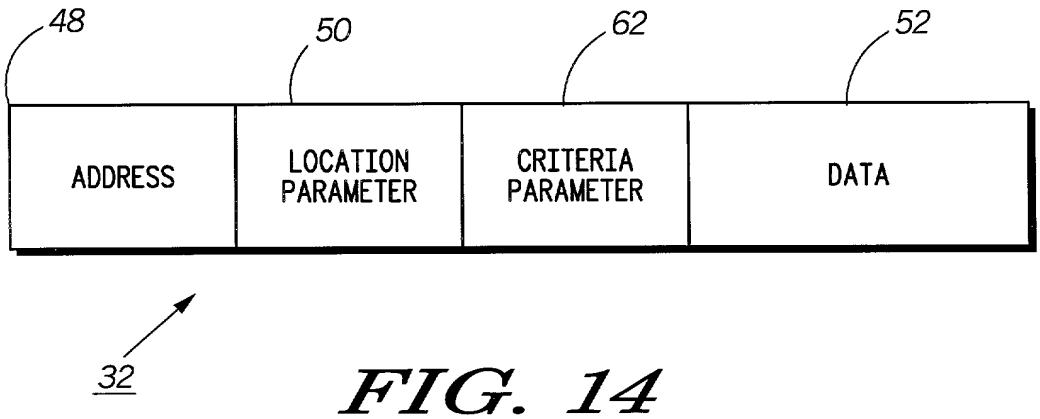

FIG. 14

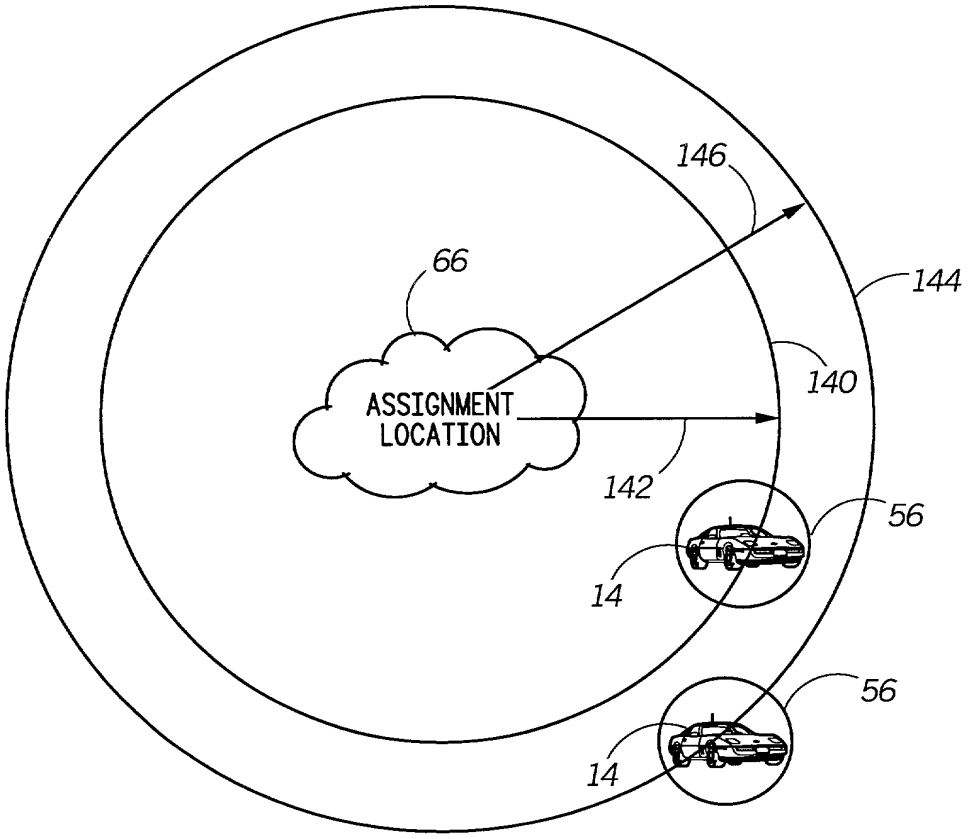

FIG. 15

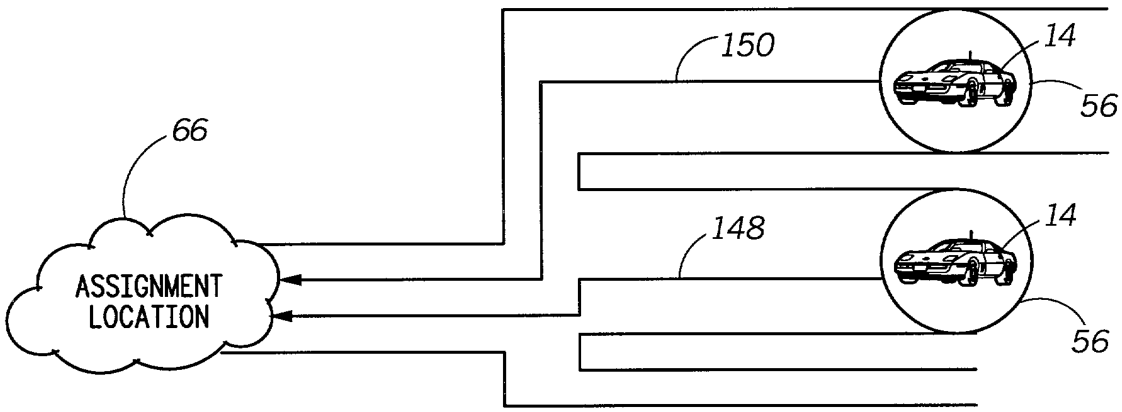
66
ASSIGNMENT LOCATION
150
148
14
14
56
56

FIG. 16

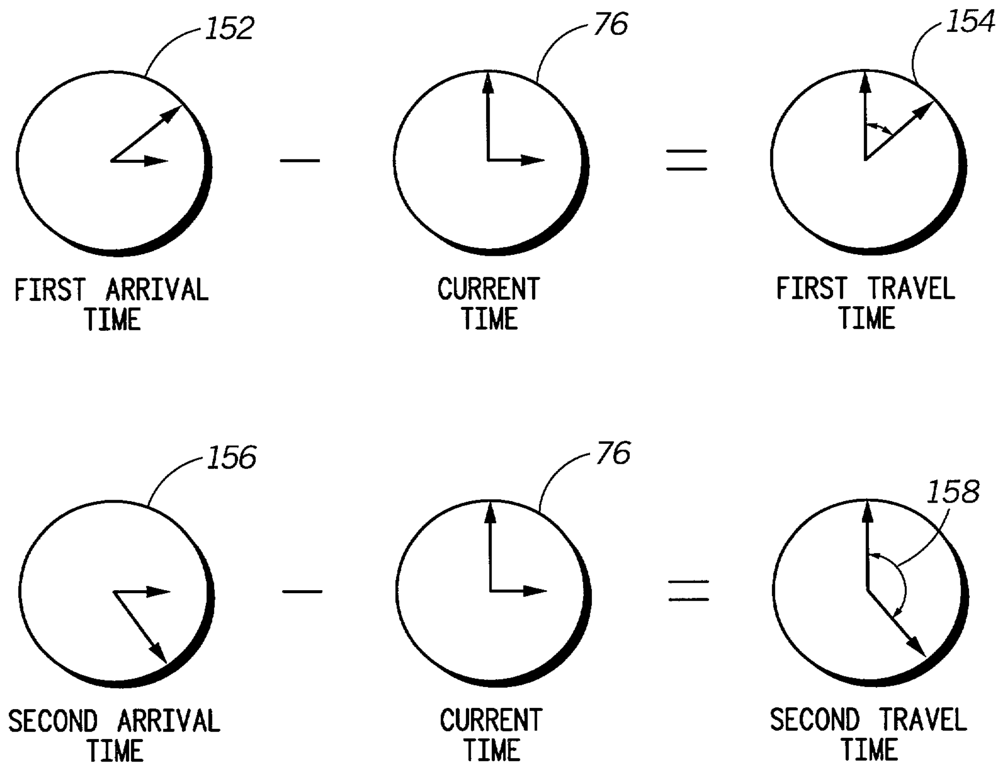
152
76
154
FIRST ARRIVAL TIME
CURRENT TIME
FIRST TRAVEL TIME
156
76
158
SECOND ARRIVAL TIME
CURRENT TIME
SECOND TRAVEL TIME

FIG. 17

PATENT APPLICATION DECLARATION
COMBINED WITH POWER OF ATTORNEY

Attorney's Docket No.: PT03191UC01

☒ Regular (Utility) ☐ Design Application

As a below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name.

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled:

METHOD AND APPARATUS FOR COMMUNICATION WITHIN A VEHICLE DISPATCH SYSTEM

the specification of which:

☒ is attached hereto ☐ was filed on: _____

as U.S. Serial No.: _____

and was amended on _____

(if applicable)

I hereby state that I have reviewed and understand the contents of the above-identified specification, including the claims, as amended by any amendment referred to above.

I acknowledge the duty to disclose information which is material to the patentability of this application in accordance with Title 37, Code of Federal Regulations, Section 1.56(a).

I hereby claim foreign priority benefits under Title 35, United States Code, Section 119(a)-(d), of any foreign application(s) for patent or inventor's certificate listed below and have also identified below any foreign application for patent or inventor's certificate having a filing date before that of the application on which priority is claimed:

Prior Foreign/PCT Application(s):

☒ no such application(s) filed ☐ such application(s) identified as follows:

Application Number	Country	Date of Filing *(day, month, year)*	Priority Claimed Under 37 U.S.C. 119
			☐ Yes ☐ No
			☐ Yes ☐ No

I hereby claim the benefit under Title 35, United States Code § 119(e) of any United States provisional application(s) listed below:

Provisional Application Serial No.:

Provisional Application Filing Date: _____

I hereby claim the priority benefit under Title 35, United States Code, Section 120 of any United States application(s) listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of Title 35, United States Code, Section 112, I acknowledge the duty to disclose material information as defined in Title 37, Code of Federal Regulations, Section 1.56(a) which is material to the patentability of this application and which occurred between the filing date of the prior application and the national or PCT international filing date of this application:

Prior U.S. Application(s):

☒ no such application(s) filed

☐ such application(s) identified as follows:

Application No.	Filing Date *(day, month, year)*	Status *(Patented, Pending, Abandoned)*

I hereby declare that: as to any claimed subject matter of this application which is common to my earlier United States or foreign application(s), if any, which I have identified above and claimed the benefit of priority thereof, I do not believe that the same was ever known or used in the United States before my invention thereof or patented or described in any printed publication in any country before my invention thereof or more than one year prior to the first of said earlier application(s), or in public use or on sale in the United States more than one year prior to the first of said earlier application(s), and that the said common subject matter has not been patented or made the subject of an inventor's certificate before the date of the first of said earlier U.S. application(s) in any country foreign to the United States on an application, filed by me or my legal representatives or assigns more than twelve months (six months if the present application is a Design patent application) prior to the first of said earlier U.S. application(s), if any; and that, as to any claimed subject matter of this application which is not common to said earlier application(s), if any, I do not know and do not believe that the same was ever known or used in the United States before my invention thereof or patented or described in any printed publication in any country before my invention thereof or more than one year prior to the date of this application, or in public use or on sale in the United States more than one year prior to the date of this application, and that said subject matter has not been patented or made the subject of an inventor's certificate in any country foreign to the United States on an application filed by me or my legal representatives or assigns more than twelve months (six months if the present application is a Design patent application) prior to the date of this application.

I HEREBY APPOINT THE FOLLOWING AS MY ATTORNEY(S) OR AGENT(S) ASSOCIATED WITH **CUSTOMER NUMBER 22926** WITH FULL POWER OF SUBSTITUTION TO PROSECUTE THIS APPLICATION AND TRANSACT ALL BUSINESS IN THE PATENT AND TRADEMARK OFFICE CONNECTED THEREWITH:		
NAME(S)	REG. NO.(S)	ASSOCIATE POWER OF ATTORNEY ATTACHED
Steven G. Parmelee	28,790	☐ Yes ☒ No
J. Ray Wood	36,062	☐ Yes ☒ No
Daniel K. Nichols	29,420	☐ Yes ☒ No
M. Mansour Ghomeshi	35,155	☐ Yes ☒ No
Philip P. Macnak	33,308	☐ Yes ☒ No
Pablo Meles	33,739	☐ Yes ☒ No
Gregg E. Rasor	34,413	☐ Yes ☒ No
Michael Zazzara	35,743	☐ Yes ☒ No
Randi L. Dulaney	46,148	☐ Yes ☒ No
James A. Lamb	38,529	☐ Yes ☒ No
R. Louis Breeden	37,286	☐ Yes ☒ No
Charlie Bethards	36,453	☐ Yes ☒ No

Send correspondence to:

Motorola, Inc.
Intellectual Property Section Law Department
1500 Gateway Blvd
Boynton Beach, FL 33426-8292

Attention: Randi L. Dulaney
Agent for Applicants
Direct telephone calls to: (561) 739-2860
Direct faxes to: (561) 739-2825

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

Full name of first-named or sole inventor GUSTAVO G. SUAREZ

Inventor's signature _____ Date 9/29/2000

Residence Boca Raton (City) FL (State or Foreign Country)

Citizenship United States (Country)

Post Office Address 23325 Lago Mar Circle (Street Address)

Boca Raton	FL	33433
City	State or Country	Zip Code

Full name of second-named joint inventor CARLOS S. BARADELLO

Inventor's signature _____ Date 9-26-00

Residence Boca Raton (City) FL (State or Foreign Country)

Citizenship Argentina/Italy (Country)

Post Office Address 380 SE Mizner Blvd 1702 (Street Address)

Boca Raton	FL	33432
City	State or Country	Zip Code

Full name of third-named joint inventor LEN DEBARROS

Inventor's signature _____ Date 9-26-00

Residence Delray Beach (City) FL (State or Foreign Country)

Citizenship United States (Country)

Post Office Address 941 Cypress Drive (Street Address)

Delray Beach	FL	33483
City	State or Country	Zip Code